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## MUNICIPAL REGULATION OF TAXICABS

*How do cities limit the number of taxicabs? What is the average license fee for one taxicab? What are the minimums for personal liability and property damage automobile insurance?*

This report revises and expands previous material contained in Management Information Service Report No. 12, March, 1946, *Municipal Regulation of Taxicabs*, and is based on a survey of 207 cities with populations ranging from 4,000 to approximately one-half million.

These cities supplied information by questionnaire on general regulatory practices for taxicabs including limiting their number, regulatory agency, licensing of drivers, designation of waiting stands, prohibitions against cruising, and liability insurance. Table A at the end of this report shows individual data on taxicab regulations for 207 cities.

### Basis for Regulation

A city has the right to regulate the operations of taxicabs within its boundaries as a delegation of its police powers to protect the health, safety, morals, and general welfare of its inhabitants. The city receives this power either from state statutes or from home rule authority. Several states may not grant this authority to its individual municipalities, but rather may give this field of regulation to an independent state agency. In Pennsylvania, taxicab regulation is a function of the state public utility commission. Pennsylvania cities that answered the questionnaire were omitted because their regulations are limited primarily to taxicab waiting stands. Wherever possible cities that were restricted by their states in taxicab regulations were included providing they exercised a reasonable amount of authority.

A city that is allowed to regulate taxicabs can impose a number of restrictions because such vehicles operate and solicit business on public thoroughfares. A city may restrict the taxicab business to one company or to one individual as long as there is no clear abuse in determining the necessity, convenience, and demand for this type of transportation.

### Limiting Taxicabs

A little more than one-half (103) of the 203 reporting cities limit the number of taxicabs which may operate in their jurisdictions. As indicated in Table 1 cities over 50,000 limit the number of taxicabs more than cities under 50,000. A city can restrict excessive taxicab operation to protect the normal earnings and growth of the taxicab business. A driver or an owner who receives a fair and equitable profit for his return will be less inclined to engage in illegal activities in order to supplement his income. Larger cities also must limit the number of such vehicles in respect to the amount of vehicle traffic and the capacity of the city's streets.

Methods of Limitation. The methods used to limit taxicabs can be grouped in four main categories: public convenience and necessity, maximum number, public demand, and ratio. A total of 92 cities supplied information on their methods of limiting the number of taxicabs (see Table 1). Thirty cities have in their ordinance a restrictive clause such as: "No person shall operate or permit a taxicab owned or controlled by him to be operated as a vehicle for hire upon the streets of this city without showing that *public convenience and necessity* requires further taxicab service."



Table 1  
Cities Limiting Taxicabs by Ordinance and Methods Used<sup>1</sup>

Population Group	Limits No. Cabs by Ordinance		Method Used To Limit Cabs				
	Yes	No	Public Conv. & Nec.	Max. No.	Public Demand	Ratio	Other
Over 100,000 . . . . .	22	7	2	6	1	4	3
50,000 to 100,000 . . . . .	24	16	9	6	5	2	1
25,000 to 50,000 . . . . .	26	32	7	4	5	5	4
10,000 to 25,000 . . . . .	23	34	11	2	2	2	3
Under 10,000 . . . . .	8	11	1	5	1	0	1
Total, reporting cities	103	100	30	23	14	13	12

<sup>1</sup>Eleven cities did not report.

Another 23 cities have a maximum on the number of taxicabs that can be licensed at any time. Fourteen cities base public demand for additional service in granting more taxicab licenses.

Thirteen cities use a ratio of taxicabs to population to determine the number to be licensed. The individual ratio varies from one cab for every 400 persons to one cab for every 1,500 persons. Variation is caused by many factors such as density of population, location of business area and transportation terminals, and number of transients or visitors to the city.

Twelve cities use miscellaneous methods of limiting taxicabs. Richmond, Virginia (230,310), conducts an annual survey to determine the number of unfilled telephone requests, the waiting time of persons at taxicab stands, the demand for service to bus terminals and railroad stations, and the general effect of additional cabs on traffic congestion in arriving at the number of licenses that will be issued for the year. Modesto, California (30,805), lists four factors in determining the number of taxicabs that will be permitted to operate: demand for more service, adequacy of existing mass transportation and taxicabs, financial responsibility of the owner, and effect of traffic congestion and parking. Some of the cities rely upon state utility commissions to regulate or limit the number of taxicabs. Tucson, Arizona (48,774), issues licenses to applicants who have received certificates of convenience and necessity from the state corporation commission.

#### Regulation of Fares

Nearly four-fifths of the reporting cities (160 out of 203) regulate the amount of the fare that can be charged (see Table 2). In 145 of these cities, regulation of fares is a municipal act; in seven cities it is a state act; and eight cities did not report the jurisdiction.

Amount of Fares. The amount of taxicab fares varies too greatly to ascertain any average or typical fare. The fares depend upon the economic level of the community, competition from other means of public transportation, area and general layout of the city, the demand for taxicab service, and public opinion as to a fair and just rate. Most cities answering the questionnaire supplied their current taxicab rates, but they varied so much that no statistical computation could be made. Management Information Service has on file a guide listing taxicab rates as of 1956 for cities over 25,000 population.

Method of Computing Fares. The majority (112) of the reporting cities compute their fares by taximeters, and most of the cities (94) are above 25,000 population (see Table 2). Another 67 cities, predominately under 25,000, compute fares by zones. Twenty-nine cities, nearly all under 25,000, use flat rates.

Meter Inspection. In most cities (79 of 101 reporting) taximeters are inspected at regular or irregular intervals (see Table 2). Normally this is done by the official or agency responsible for



taxicab regulations, usually the police department. In a few cities meter inspection is the function of the municipal sealer of weights and measures or a state agency.

Table 2  
Regulation of Fares, Method of Computing Fares, and  
Inspection of Taximeters

Population Group	Cities Regulating Fares		Method of Computing Fares <sup>1</sup>			Inspect Taximeters <sup>2</sup>	
	Yes	No	Meter	Zone	Flat	Yes	No
Over 100,000 . . . . .	27	3	30	0	0	25	3
50,000 to 100,000 . . . . .	32	6	32	7	0	21	6
25,000 to 50,000 . . . . .	47	11	32	19	8	17	11
10,000 to 25,000 . . . . .	43	17	15	30	14	15	1
Under 10,000 . . . . .	11	6	3	11	7	1	1
Total, reporting cities	160	43	112	67	29	79	22

<sup>1</sup>Eight cities combine two methods of computing fares; three cities use miscellaneous methods (see footnotes in Table A).

<sup>2</sup>Eleven cities did not report.

### Control of Drivers and Vehicles

**Regulatory Agency.** The police department (150 cities) is the most designated municipal agency for regulating taxi drivers and vehicles. The police department is the logical choice because: (1) it has the organization to investigate applicants for driver permits; (2) it is responsible for traffic enforcement; (3) it is able to observe daily taxicab operations; and (4) it is more likely to receive complaints from transients. The city manager is responsible in 44 cities; the city clerk in 18 cities; the finance or license department in eight cities; and miscellaneous offices in 19 cities. Included in miscellaneous are taxicab inspectors, five cities; traffic board or department, five cities; public utility or transportation agency, three cities; sealer of weights and measures, two cities; director of public safety, two cities; general inspector, one city; and director of public works, one city. Seven cities do not have any official or agency responsible for regulation. Thirty-seven of the above cities use two or more agencies to regulate taxicabs.

**Driver Qualifications.** Most cities have set up three conditions that an applicant must meet before he can operate a taxicab (see Table 3).

First, he must obtain a city permit, other than a state chauffeur's or driver's license, to operate a taxicab in the city. A total of 189 cities require such a permit.

Second, he must be willing to submit to an investigation of his character, financial responsibility, morals, and general physical fitness. This investigation may range from two or three references who are willing to vouch for the individual's character to a thorough background investigation including direct contact with associates and previous employers, fingerprints, and record checks of state and federal law enforcement agencies. A total of 187 cities require some type of background investigation.

Third, the applicant must possess a badge or identification card before he can solicit business. The badge will have a serial number which has been logged either in the police, city clerk, or license department. The badge is not transferable and must be returned to the issuing agency upon leaving his job. One hundred and thirty-nine cities require some type of identification.

**Taxicab Requirements.** Table 3 indicates that the majority of reporting cities require taxicabs to fulfill three requirements: (1) have the word "Taxi," "Cab," or similar identification painted or permanently affixed on the vehicle (149 cities); (2) have driver's identification data such as name, photograph, physical description, and so forth, inside the passenger compartment (142 cities); and



(3) have posted fares inside the passenger compartments (138 cities). In 80 cities taxicabs are required to have an identifying color scheme. Only 23 cities stated that rates must be posted on the outside of the cab.

Cruising. The reporting cities were split on the prohibition of unregulated cruising and soliciting for taxicab business. Cities prohibiting this activity number 104; cities not restricting cruising for business, 94. Cities over 50,000 population exercise more restrictions against cruising (47 of 67 reporting) primarily because of the general use of mobile radio equipment. Few cities under 25,000 population prohibit cruising (28 of 74 reporting) usually because the number of cabs and the volume of business make the use of mobile radio equipment less attractive. Cities of 25,000 to 50,000 are equally divided on cruising (28 allow it, 28 prohibit it).

Table 3

## Driver Qualifications and Taxicab Requirements

Population Group	Driver Qualifications <sup>1</sup>			Taxicab Requirements <sup>2</sup>				
	Permit	Investigation	Badge	Word "Taxi" or "Cab"	Posted Driver I.D.	Posted Rates Inside	Color Scheme	Posted Rates Outside
Over 100,000 . . . . .	29	29	21	23	22	23	23	5
50,000 to 100,000 . . . . .	37	39	34	30	31	29	19	4
25,000 to 50,000 . . . . .	55	55	41	40	43	41	20	8
10,000 to 25,000 . . . . .	53	50	33	44	33	36	14	6
Under 10,000 . . . . .	15	14	10	12	13	9	4	0
Total, reporting cities	189	187	139	149	142	138	80	23

<sup>1</sup>Nine cities do not require any driver's qualifications.

<sup>2</sup>Fifteen cities do not have any taxicab requirements.

License Fees

Driver's Permit Fees. Most cities charge for a driver's permit to cover the cost of processing and material (see Table 4). The median initial license fee is \$2. Forty-five cities charge \$2; 42 cities, \$1; 39 cities, nothing; and 35 cities, \$5. Some cities may make an additional charge for the cost of fingerprinting, identification card and/or badge, and other processing.

Table 4

Number of Cities by Annual License Fee for Driver's Permits  
(Initial Fee — Renewal Fee)

Population Group	None	\$1	\$2	\$3 and \$4	\$5	Over \$5
Over 100,000 . . . . .	1-5	8-7	5-6	9-9	8-5	2-0
50,000 to 100,000 . . . . .	6-9	9-11	7-7	3-3	12-5	2-2
25,000 to 50,000 . . . . .	13-16	10-13	18-15	8-5	5-3	1-1
10,000 to 25,000 . . . . .	13-19	11-13	13-10	6-7	9-5	2-0
Under 10,000 . . . . .	6-6	4-5	2-2	3-2	1-1	1-1
Total, reporting cities	39-55	42-49	45-40	29-26	35-19	8-4



The renewal fee for a driver's permit is generally lower because the cost of processing the permit is less. The median charge for a renewal permit is \$1. A total of 55 cities do not charge for renewal permits; 49, \$1; 40, \$2; and 19, \$5.

**Taxicab License Fees.** The majority of municipalities do not charge license fees which can be considered to be revenue sources or even an equitable charge for doing business on city streets. The median license fee in 176 reporting cities is \$25 for the first taxicab. Six cities stated that they charge more than \$100. The commonest license charge is \$25 in 33 cities; \$50, 22; \$15, 22; and \$10, 21. Cities over 100,000 population favor license fees higher than \$25, and cities under 100,000 population normally charge \$25 or less. Table 5 presents seven general license fee ranges for the first taxicab.

Table 5  
Number of Cities by Annual License Fee for First Taxicab

Population Group	None	\$1 to \$5	\$6 to \$10	\$11 to \$15	\$16 to \$25	\$26 to \$50	Over \$50
Over 100,000 . . . . .	0	1	3	2	4	8	6
50,000 to 100,000 . . . . .	2	4	2	4	10	8	2
25,000 to 50,000 . . . . .	2	5	5	10	13	10	6
10,000 to 25,000 . . . . .	2	3	12	8	15	11	2
Under 10,000 . . . . .	0	0	3	3	7	2	1
Total, reporting cities	6	13	25	27	49	39	17

**Franchise.** Some cities have license fees which are revenue producing taxes. These cities grant exclusive franchise rights to do business on public streets to one company or to several individuals. In return for this franchise the recipient or recipients will pay these cities a percentage (usually 1 to 4 per cent) of their gross receipts.

Seventeen cities reported this type of licensing fee. Twelve of these cities are in Texas: Abilene, Austin, Beeville, Corpus Christi, Dallas, Paris, La Mesa, San Angelo, San Antonio, Sweetwater, Temple, and Tyler. The others are Ontario and Palm Springs, California; Lakeland, Florida; and Charlottesville, and Roanoke, Virginia.

Temple, Texas, for example, grants an exclusive franchise to one transportation company to operate a taxicab service for a period of two years within the city limits. The franchise restricts the number of taxicabs that may be operated by this company to 52. The owner of the franchise must pay to the city 2 per cent of its gross receipts measured by the total fares collected and other income derived from the operation of taxicab service during each month. This compensation is in lieu of any other fees or charges that normally would have been imposed in licensing individual taxicabs. The holder of the franchise is required to install an adequate system of bookkeeping which must be approved by the inspector of taxicabs and which is subject to inspection by the city officials.

The city reserves the right upon notice and a hearing to terminate this franchise for any violations of the terms and provisions of the ordinance. The franchise cannot be assigned or sublet to any other person without consent of the city council. The franchise makes it illegal for any other firm to operate or drive a taxicab within the city unless it first obtains a franchise from the city council.

**Other License Fees.** Several cities have miscellaneous license fees for taxicabs. Bartow, Florida, charges \$50 per company with no limitation on the number of taxicabs. In Manhattan, Kansas, the license fee is \$250 for the first three cabs and \$10 for each additional cab. Merced, California, charges a \$100 registration fee for the first cab and \$5 for each additional cab plus a \$5 license fee each quarter for each cab. (See the footnotes in Table A for additional license fees).



### Regulating Taxicab Stands

Designating Taxicab Stands. Most cities, 156 out of 204 reporting, designate taxicab waiting stands. Fifty-eight designate their stands for the general use of all taxicabs. Another 52 cities put up taxi stands which can be used only by specific individuals or companies. Thirty cities either had miscellaneous or undetermined methods, and 15 cities did not report.

Charging for Taxicab Stands. Very few cities charge for the use of the taxicab waiting stands. Only 38 of the 148 reporting cities stated that some type of charge is made. In all population groups less than 40 per cent of the reporting cities made any charge for the use of taxicab stands.

Twenty-six cities reported that they have a flat fee for each stand used. Eight cities charge taxi companies a flat rate for use of all stands regardless of the number of cabs. Two cities use miscellaneous methods, and two cities did not answer. The charges for these waiting stands varies so much that no computation could be made to determine the average charge for the use of the waiting stands.

### Airport Franchises

Some municipalities grant exclusive franchises to one taxicab company or individuals to operate at the municipal airport. In return for the exclusive rights to pick up passengers, the taxicab company or individual pays fees to the municipal government or to the airport authority. Twenty-six of 108 cities reporting grant exclusive airport franchises for taxicabs. Twelve out of 22 cities of over 100,000 grant such a franchise.

Eighteen cities reported the charge for such an exclusive franchise, and 10 of them stated that it is based upon a percentage of gross earnings either for the month or for the year. Six cities over 100,000 and three cities over 50,000 use this method. Another four cities have a flat charge regardless of earnings; two cities levied a fee for each stand used; and two cities did not have any charge.

### Automobile Liability Insurance

All reporting cities (201) recognize the need for taxicabs to be insured against personal and property liability. In 114 cities it is required by municipal ordinance or regulation; in 56 cities it is required by both municipal ordinance and state law; and in 31 cities it is required only by state law.

The amount of insurance coverage varies from \$1,000 to \$100,000 for bodily injury liability for one person in one accident; \$5,000 to \$300,000 for bodily injury liability for all persons in one accident; and \$1,000 to \$25,000 for property damage. The median insurance coverage required by 185 reporting cities is \$10,000/\$20,000/\$5,000. Forty-seven cities require this amount as minimum coverage. The next most frequent amount of coverage is \$5,000/\$10,000/\$5,000 required in 39 cities. Nineteen cities require minimum coverage of \$5,000/\$10,000/\$1,000. The remaining cities are in 40 other different protection ranges.

Sixty-seven cities stated that the automobile liability insurance coverage can be substituted by posting a bond or by making a cash deposit guarantee against possible liability suits. This is done so that taxicab companies, generally in cities over 50,000 population, can pool their resources and institute a program of self-insurance.

### Miscellaneous Regulations

Besides the main areas of regulations discussed above, many municipalities set up certain other requirements in regard to taxicab regulations.

Taxicabs must be inspected periodically to insure safety, cleanliness, and sanitation. The taxi driver is required to present the passenger with a receipt upon demand. The driver must discharge his passenger on the sidewalk. He cannot carry any more passengers than the rated seating



capacity and cannot permit additional passengers unless the person first hiring the taxicab allows him to do so.

Some cities require that the driver maintain a daily manifest (trip ticket) showing time and place of pickup and delivery and amount of each fare. The taxicab owner must keep the manifest generally for a year as a matter of public record.

Other municipal regulations are prohibition from carrying nonfare passengers, prohibition of other than licensed taxicabs to occupy cab stands, filing of accident reports, and control of advertising signs on taxicabs.

The National Institute of Municipal Law Officers, 839 Seventeenth Street, N. W., Washington 6, D. C., published *Taxicabs - Regulation by Cities - Model Annotated Ordinance*, by Charles S. Rhyne (1949, 49pp. \$3.), which contains useful suggestions to consider when instituting an ordinance regulating taxicabs. In addition, Management Information Service has available nearly 100 ordinances that were supplied by cities in this survey, including several ordinances which institute a franchise or gross receipts tax for taxicabs.

*Note.* This report was prepared by John J. Hunnewell, staff member, the International City Managers' Association.

Table A  
TAXICAB REGULATION DATA: 1958

This table includes 207 cities with population ranging from 3,930 to over one-half a million. All data were reported during October, 1958. Limits No. Cabs: has specific section in ordinance allowing city council or official to restrict number of taxicabs operating within city limits. Fare Computed By: method use to determine rate of taxicab fare: "M", taximeters; "Z", zone system; and "F", flat charge. Regulatory Agency: municipal department or official responsible for enforcement of taxicab regulations (see code). Driver's Qualifications: requirements individual must meet before permitted to operate taxicab: "P", city permit or driver's license; "B", identification badge; and "I", investigation of character and morals. License Fee First Cab: annual municipal license fee for first taxicab; quarterly fees converted to yearly rate, cents converted to nearest dollar. Designates Cab Stand: municipal provisions for definite taxicab waiting zones on public streets at intersections, in front of hotels, bus stations, and so on. Charge for Cab Stands: municipal fee for use of public streets as waiting stands. Cab Requirements: qualifications taxicab must meet to operate (see code). Prohibits Cruising: forbids unrestricted driving and open soliciting for passengers. Liability Ins. Required: authority requiring that taxicabs carry automotive liability insurance: "M", municipal requirement; "S", state requirement; "MS", both city and state requirement. Liability Ins. (in thousands): minimum amount of liability insurance required; first figure for one person in one accident, second figure for all persons in one accident, third figure for property damage in one accident; hundred dollars converted to nearest thousand; single dagger (†) taxicab owner may put up bond, cash deposit, or other means of self insurance in lieu of regular liability insurance policy. Asterisks (\*) mean footnotes at end of table; leaders (.) for data not reported.

#### Regulatory Agency

P-police

A-city manager

C-city clerk

L-license or finance department

O-other official or department

#### Cab Requirements

a-identifying color scheme

b-word "Taxi" or "Cab" painted or affixed on vehicle

c-posted rates on side of taxicab

d-posted rates inside passenger compartment

e-posted driver's identification inside passenger compartment

City	Limits No. Cabs	Fare Computed By	Regulatory Agency	Driver's Qualifica- tions	License Fee First Cab	Designates Cab Stands	Charge for Cab Stands	Cab Require- ments	Prohibits Cruising	Liability Ins. Required	Liability Ins. (in thousands)
Over 100,000											
Austin, Texas . . . . .	Yes	M	O	PBI	*	Yes	Yes	abcde	Yes	M	5-10-5
Berkeley, California . . . . .	No	M	PA	PI	10	Yes	Yes	abde	Yes	MS	5-10-1†
Cambridge, Mass. . . . .	Yes	M	PL	PBI	1	Yes	No	a	No	S	5-10-0
Columbus, Ohio . . . . .	Yes	M	P	PBI	125	Yes	No	abde	Yes	M	5-10-1
Corpus Christi, Tex. . . . .	...	M	O	PI	*	Yes	Yes	abe	Yes	MS	5-10-5†
Dallas, Texas . . . . .	No	M	O	PI	*	Yes	...	abe	Yes	M	5-10-5†
Dayton, Ohio . . . . .	Yes	M	P	PI	60	Yes	No	abde	No	M	10-20-10
Denver, Colo. . . . .	Yes	M	P	PI	50	Yes	No	b	No	S	...
Des Moines, Iowa . . . . .	Yes	M	PO	PBI	50*	Yes	No	abde	Yes	M	5-10-3†
Flint, Michigan . . . . .	Yes	M	O	PBI	15	Yes	No	ade	Yes	M	10-20-5†
Glendale, California . . . . .	No	M	P	PBI	30	Yes	Yes	ade	Yes	M	10-20-5†
Grand Rapids, Mich. . . . .	No	M	PC	PI	25	Yes	No	abde	...	M	20-40-5†
Hartford, Conn. . . . .	Yes	M	P	PBI	*	Yes	No	de	Yes	S	25-100-5†
Kansas City, Missouri . . . . .	Yes	M	O	PBI	13	Yes	No	abde	Yes	M	5-10-2†
Long Beach, Calif. . . . .	Yes	M	O	PBI	40	Yes	No	abd	Yes	M	...
Miami, Florida . . . . .	Yes	M	O	PBI	50	Yes	No	abcde	No	M	10-20-5†



Niagara Falls, N. Y. . . . .	Yes	M	P	PBI	25	Yes	No	be	Yes	S	5-10-5
Norfolk, Virginia . . . . .	Yes	M	O	PBI	75	Yes	No	abcde	Yes	M	15-30-5†
Pasadena, Calif. . . . .	Yes	M	PA	PBI	60	Yes	No	abcde	Yes	MS	25-50-5
Peoria, Illinois . . . . .	Yes	M	P	PBI	50	Yes	Yes	bde	No	MS	5-10-1†
Phoenix, Arizona . . . . .	No	M	PO	None	20*	Yes	No	None	No	S	5-10-5
Richmond, Calif. . . . .	No	M	P	PBI	25	Yes	Yes	abcde	Yes	M	10-20-3
Richmond, Virginia. . . . .	Yes	M	P	PI	6	Yes	No	abc	Yes	M	15-30-5†
Sacramento, Calif. . . . .	Yes	M	PO	PBI	36*	Yes	Yes	abcde	No	MS	10-20-5
San Antonio, Tex. . . . .	Yes	M	P	PBI	*	Yes	Yes	abd	Yes	MS	5-10-5†
San Diego, Calif. . . . .	No	M	PA	PBI	100	Yes	No	abcde	No	MS	50-100-10
San Jose, Calif. . . . .	Yes	M	P	PBI	10	Yes	Yes	abd	Yes	M	10-20-5†
Tacoma, Washington . . . . .	Yes	M	P	PI	50	Yes	Yes	ade	Yes	MS	5-10-1†
Toledo, Ohio . . . . .	Yes	M	P	PBI	*	Yes	No	bd	Yes	M	5-10-1†
Wichita, Kansas . . . . .	Yes	M	P	PBI	60	Yes	No	abc	Yes	MS	15-30-5†

# 50,000 to 100,000

Albuquerque, N. M. . . . .	Yes	M	PA	PBI	*	Yes	Yes	e	Yes	M	8-15-1
Alexandria, Va. . . . .	No	M	P	PBI	10	Yes	No	abcde	No	MS	5-10-5†
Alhambra, Calif. . . . .	No	M	PA	PBI	12	Yes	No	abd	No	M	..-5-1
Ashville, N. C. . . . .	No	Z	P	PBI	15	No	...	bde	No	MS	5-10-5
Bay City, Michigan . . . . .	Yes	M	PC	PI	25	Yes	Yes	ce	Yes	M	20-40-5
Binghamton, N. Y. . . . .	No	F	None	None	None	Yes	No	None	No	S	10-10-5†
Brookline, Mass. . . . .	No	M	P	PBI	1	Yes	No	bde	Yes	S	5-10-0
Burbank, Calif. . . . .	No	M	L	PBI	40	Yes	No*	abcde	Yes	M	10-20-5
Cleveland Hgts. Ohio. . . . .	Yes	M	PA	PBI	5	Yes	No	e	...	...	...
Columbia, S. C. . . . .	Yes	M	P	PBI	50	Yes	No	bde	Yes	M	5-10-1†
Evanston, Illinois . . . . .	Yes	M	A	PBI	60	Yes	No	abcde	Yes	M	50-100-5†
Greenville, S. C. . . . .	Yes	M	P	PBI	*	Yes	No	abcde	Yes	MS	5-10-5†
Greensboro, N. C. . . . .	Yes	Z	P	PI	15	Yes	No	abcde	Yes	MS	5-10-5†
Hamilton, Ohio . . . . .	No	M	L	PBI	5	Yes	Yes	abcde	Yes	MS	5-10-1†
Hayward, California . . . . .	Yes	M	P	PBI	200*	Yes	Yes	abe	Yes	M	10-20-5
Inglewood, Calif. . . . .	Yes	M	P	PBI	25	Yes	Yes	abd	No	M	5-20-1†
Kalamazoo, Mich. . . . .	No	MZ	P	PBI	50	Yes	No	acd	No	M	25-50-10
Lubbock, Texas . . . . .	Yes	Z	O	PI	...	Yes	...	e	No	M	3-5-1†
New Rochelle, N. Y. . . . .	No	M	P	PBI	5	Yes	No	bd	Yes	S	5-10-1†
Oak Park, Illinois. . . . .	Yes	M	P	PBI	...	Yes	...	...	Yes	M	...
Ogden, Utah. . . . .	No	M	A	PBI	*	Yes	...	...	Yes	M	5-10-5†
Pensacola, Florida. . . . .	No	Z	P	PBI	8*	Yes	No*	abe	No	M	5-10-5
Pontiac, Michigan. . . . .	Yes	M	P	PBI	20	Yes	Yes	bde	Yes	M	5-10-5
Port Arthur, Texas. . . . .	No	Z	PC	PBI	50	No	...	bde	Yes	M	5-10-5
Portland, Maine. . . . .	Yes	M	A	PBI	40	Yes	No	abcde	No	M	20-50-5
Portsmouth, Va. . . . .	Yes	M	A	PBI	...	Yes	Yes	bde	Yes	S	...
Pueblo, Colorado . . . . .	No	M	P	PI	26	Yes	No	ae	Yes	MS	25-50-5
Riverside, California . . . . .	Yes	M	P	PBI	24	Yes	No	abcde	Yes	MS	10-20-5
Roanoke, Virginia. . . . .	Yes	M	A	PBI	*	Yes	No	abcde	Yes	M	25-50-5†
Saginaw, Mich. . . . .	Yes	M	PC	PBI	25	Yes	No	e	No	M	10-20-5
St. Petersburg, Fla. . . . .	Yes	*	A	PBI	20	Yes	No	bde	No	M	5-10-5†



Table A (cont.)

City	Limits No. Cabs	Fare Computed By	Regulatory Agency	Driver's Qualifica- tions	License Fee First Cab	Designates Cab Stands	Charge for Cab Stands	Cab Require- ments	Prohibits Cruising	Liability Ins. Required	Liability Ins. (in thousands)
San Angelo, Texas	No	M	PA	BI	*	Yes	No	bde	Yes	M	5-10-10†
San Mateo, Calif.	Yes	M	A	PBI	25	Yes	No	bd	Yes	MS	5-10-5†
Santa Barbara, Calif.	No	M	L	PBI	30	Yes	Yes	abd	Yes	MS	10-20-10
Santa Monica, Calif.	Yes	M	None	PBI	50	Yes	No	abd	No	M	20-40-5
Schenectady, N. Y.	Yes	M	P	PBI	16	Yes	No	bde	Yes	MS	5-10-5
Sioux City, Iowa	Yes	M	P	BI	25	Yes	Yes	abcde	Yes	M	10-20-5
Springfield, Mo.	Yes	Z	P	PBI	25	Yes	No	be	Yes	M	5-10-5
Waco, Texas	No	M	A	PBI	None	Yes	No	bde	Yes	M	5-10-3
Winston-Salem, N. C.	Yes	M	P	PI	15	Yes	No	abde	Yes	MS	3-5-1†
25,000 to 50,000											
Abilene, Texas	No	M	P	PI	*	Yes	No	abcde	Yes	M	15-5-5
Albany, Georgia	No	Z	PC	PBI	50*	Yes	No	cde	No	M	10-20-10
Alton, Illinois	No	Z	P	I	50	Yes	No	b	No	MS	10-20-5
Bangor, Maine	No	Z	P	PBI	20	Yes	No	abde	No	M	5-10-5
Beverly Hills, Calif.	Yes	M	P	BI	25	Yes	No	abde	Yes	MS	100-300-25†
Bloomington, Illinois	No	M	A	PBI	100*	Yes	No	bde	Yes	M	8-15-1
Charlottesville, Va.	No	M	P	PI	*	Yes	No	de	No	M	...
Colorado Springs, Colo.	No	M	P	P	60	Yes	No	None	No	S	...
Columbia, Missouri	No	Z	PA	PI	15*	No	...	d	No	MS	5-10-1
Daytona Beach, Fla.	Yes	Z	PL	PBI	37	Yes	Yes	bde	No	M	10-20-5
Dubuque, Iowa	Yes	Z	A	PB	25*	No	...	abd	...	M	10-20-5
East Cleveland, Ohio	No	M	A	PBI	5	No	...	None	No	M	5-10-2†
Eau Claire, Wisconsin	No	Z	C	PBI	20	No	...	e	No	M	25-50-5
Elgin, Illinois	No	M	P	PI	100	Yes	No	bd	No	M	...
Enid, Oklahoma	Yes	*	P	PI	100*	Yes	No	abde	No	MS	5-10-1†
Eugene, Oregon	No	M	P	PBI	10	Yes	No	bde	No	S	10-20-10
Fayetteville, N. C.	Yes	M	P	PI	15	No	...	abde	Yes	MS	5-10-5
Ferndale, Mich.	Yes	M	PO	PBI	25	Yes	No	be	No	M	10-20-5
Gainesville, Fla.	No	M	P	PBI	None	Yes	...	bde	Yes	...	5-10-5†
Gastonia, N. C.	Yes	Z	P	PBI	15	No	...	bde	Yes	MS	5-10-1
Gloucester, Mass.	No	Z	A	PBI	1	Yes	No	bde	Yes	M	5-10-5
High Point, N. C.	Yes	F	P	PBI	15	Yes	No	abcde	No	M	5-10-5
Huntington Park, Calif.	No	M	PL	PBI	30	Yes	Yes	abde	Yes	M	10-20-2
Iowa City, Iowa	No	Z	A	None	25*	Yes	Yes	c	Yes	M	10-20-5
Johnson City, Tenn.	Yes	F	A	PI	2	No	...	None	No	...	5-10-2†
Joplin, Missouri	...	Z	PA	PBI	25	No	...	abde	Yes	MS	15-30-5
Lakeland, Fla.	Yes	MZ	P	PBI	*	Yes	...	abcde	Yes	M	5-10-5
Lynchburg, Virginia	No	M	A	PBI	18	Yes	No	abcde	Yes	S	15-30-5†
Meridian, Miss.	No	Z	P	PBI	15	No	...	be	No	M	5-10-5
Modesto, Calif.	Yes	M	O	PI	80*	Yes	...	abde	Yes	MS	25-25-10



Morgantown, W. Va. . . . .	No	Z	None	PBI	None	No	...	None	Yes	S	5-10-10
Mountain View, Calif. . . . .	Yes	M	P	PBI	50	No	...	de	No	M	10-20-5†
Muskegon, Mich. . . . .	No	M	P	PBI	*	Yes	...	e	Yes	M	10-20-10
Newburgh, N. Y. . . . .	No	Z	P	PBI	13	Yes	No	abe	Yes	MS	5-10-5
Newport, R. I. . . . .	No	M	PA	PBI	20	Yes	No	bde	No	S	...
Norman, Oklahoma . . . . .	Yes	F	P	PBI	25	Yes	No	bde	Yes	MS	5-10-3†
Ontario, Calif. . . . .	Yes	F	P	PBI	*	No	...	abde	Yes	MS	25-50-5
Palo Alto, Calif. . . . .	No	M	P	PBI	100*	Yes	No	abde	Yes	M	100-200-15
Park Forest, Illinois . . . . .	Yes	F	PAC	PBI	50*	No	...	bde	No	MS	15-30-5
Pocatello, Idaho . . . . .	Yes	Z	P	PBI	25	No	...	...	...	M	5-10-5†
Poughkeepsie, N. Y. . . . .	No	F	P	PI	2	Yes	No	bde	No	S	10-10-5†
Rome, New York . . . . .	No	Z	P	PBI	10	Yes	Yes	bde	Yes	S	10-30-5
Royal Oak, Michigan . . . . .	Yes	M	P	PBI	50	Yes	No*	de	Yes	M	10-20-5
St. Cloud, Minn. . . . .	Yes	M	P	PBI	...	Yes	No	...	No	...	10-20-5
Salem, Oregon . . . . .	No	M	P	PBI	50	Yes	Yes	bde	No	MS	5-10-1
San Leandro, Calif. . . . .	No	M	P	PI	15	Yes	Yes	abde	Yes	M	10-20-5†
Shaker Heights, Ohio . . . . .	Yes	M	PC	PI	10	Yes	No	None	No	MS	25-50-10†
Spartansburg, S. C. . . . .	Yes	Z	P	PBI	40*	No	...	bde	Yes	M	10-20-5
Sunnyvale, Calif. . . . .	No	MZ	P	PBI	25	Yes	No	bde	Yes	MS	10-20-5†
Superior, Wisconsin . . . . .	Yes	M	P	PBI	10	Yes	Yes	bde	Nes	MS	10-20-5
Tallahassee, Fla. . . . .	Yes	*	A	PBI	25	Yes	No	abde	Yes	M	10-20-5
Teaneck, N. J. . . . .	Yes	M	P	PBI	15	No	...	de	Yes	MS	50-100-5
Temple, Texas . . . . .	Yes	M	O	PI	*	Yes	Yes	e	...	M	5-10-5†
Tucson, Ariz. . . . .	No	M	L	None	40	Yes	Yes	None	No	S	5-10-1
Tyler, Texas . . . . .	Yes	M	A	PI	*	Yes	No	b	No	M	3-5-1†
University City, Mo. . . . .	No	M	O	PI	15	Yes	No	abcd	Yes	MS	5-10-5
Vallejo, California . . . . .	Yes	M	P	PBI	2	Yes	No	ad	No	M	10-20-5
Watertown, N. Y. . . . .	No	F	P	PBI	15	No	...	abcde	Yes	M	10-20-5
Wyandotte, Mich. . . . .	No	F	P	PBI	10	No	...	bde	No	M	10-20-5
10,000 to 25,000											
Albert Lea, Minn. . . . .	No	M	P	PI	10	No	...	None	No	M	10-20-5
Ames, Iowa . . . . .	No	MZ	A	PBI	50*	Yes	No	bde	...	M	10-40-...
Asbury Park, N. J. . . . .	Yes	F	PC	PBI	25	Yes	No	bde	Yes	M	100-200-25
Auburn, Maine . . . . .	Yes	Z	PC	PBI	10	Yes	No	abde	No	S	10-20-5
Barre, Vermont . . . . .	No	F	PA	PBI	10*	Yes	No	d	No	S	10-20-2†
Bartlesville, Okla. . . . .	No	Z	P	PBI	10	Yes	No	be	No	M	25-50-5
Bath, Maine . . . . .	Yes	...	P	PI	15	Yes	No	b	No	S	...
Bemidji, Minn. . . . .	Yes	M	PA	PBI	30	Yes	No	abde	Yes	MS	10-50-5
Bend, Oregon . . . . .	No	F	P	PBI	25*	Yes	Yes	bde	No	M	5-20-10
Benton Harbor, Mich. . . . .	No	M	P	PBI	35	Yes	No	bde	No	M	5-10-5
Bismark, N. D. . . . .	Yes	Z	PC	PBI	15*	Yes	No	bde	...	MS	10-20-1
Brownwood, Texas . . . . .	No	Z	A	PBI	None	No	...	None	Yes	MS	5-10-5
Corvallis, Oregon . . . . .	No	Z	P	...	50*	Yes	Yes	None	No	M	10-20-5
Dothan, Okla. . . . .	No	Z	PC	PBI	50	No	...	d	No	M	5-10-5
El Dorado, Kansas . . . . .	No	Z	C	PI	48	Yes	No	b	No	MS	10-20-5
Floral Park, N. Y. . . . .	No	F	P	PBI	25	Yes	No	de	No	S	10-20-5†



Table A (cont.)

City	Limits No. Cabs	Fare Computed By	Regulatory Agency	Driver's Qualifica- tions	License Fee First Cab	Designates Cab Stands	Charge for Cab Stands	Cab Require- ments	Prohibits Cruising	Liability Ins. Required	Liability Ins. (in thousands)
Ft. Collins, Colo.	No	F	A	PI	25*	Yes	No	b	No	MS	20-30-20
Ft. Thomas, Ky.	...	Z	P	PBI	10*	Yes	No	abe	No	...	5-10-1
Garden City, Kansas	Yes	F	A	PI	5	No	...	bcde	Yes	M	10-20-5
Grand Junction, Colo.	Yes	Z	P	PBI	25	Yes	No	be	No	M	5-10-2
Greenville, N. C.	No	Z	P	PI	15	No	...	bd	Yes	MS	10-20-5
Harlingen, Texas	Yes	Z	PC	P	10	No	...	bd	No	M	5-10-5
Hickory, N. C.	Yes	F	O	PBI	15	No	...	abde	Yes	M	5-10-5
Huron, S. C.	No	Z	P	PBI	10	Yes	No	b	No	M	5-10-1†
Junction City, Kansas	Yes	Z	P	I	50	Yes	No	abce	Yes	M	15-30-5
Kearney, Neb.	No	Z	A	P	10*	No	...	bd	Yes	S	...
Lamesa, Texas	No	...	P	PI	*	No	...	be	Yes	M	10-20-5
Madera, Calif.	Yes	F	P	PI	25	Yes	No	abd	No	M	10-20-5
Manhattan, Kansas	No	Z	P	PI	*	Yes	No	None	No	M	3-5-4
Marinette, Wisc.	No	Z	None	P	10	Yes	No	b	Yes	M	10-20-5
Medford, Oregon	Yes	Z	A	PBI	75	No	...	e	No	M	10-20-5
Merced, Calif.	Yes	M	P	PBI	20*	Yes	No	bde	Yes	M	10-20-5
Midland, Mich.	No	M	P	I	5	Yes	No	bd	Yes	M	5-10-5
Minot, No. D.	No	Z	P	PBI	15	No	...	bcde	No	S	5-10-1
Morristown, N. J.	Yes	F	A	PI	25	Yes	...	abd	No	S	...
New Bern, N. C.	Yes	Z	P	PBI	15	No	...	bcde	No	MS	...
Ocala, Florida	Yes	Z	P	PBI	10	No	...	bde	No	MS	10-20-5
Orange, Calif.	...	Z	P	PBI	20	Yes	Yes	abe	...	M	10-20-5†
Painesville, Ohio	Yes	ZF	A	PBI	50*	Yes	No	bcde	Yes	M	10-20-5
Palm Springs, Calif.	No	MZ	PACO	None	5*	Yes	No	...	No	MS	10-50-5
Paris, Texas	Yes	Z	PA	None	*	Yes	No	bde	Yes	MS	5-10-5
Pendleton, Oregon	No	Z	...	PBI	25	No	...	e	Yes	M	5-10-1
Ponca City, Okla.	No	Z	PC	None	25	Yes	No	b	Yes	MS	10-20-5
Puyallup, Washington	No	M	P	PI	25	...	...	de	...	M	5-10-1†
Redding, Calif.	Yes	M	P	PI	10	Yes	Yes	abd	Yes	M	10-20-5
Salinas, Calif.	Yes	M	P	PI	25	Yes	No	abde	No	M	5-10-1†
San Marino, Calif.	No	M	P	PBI	12	No	...	abde	No	MS	50-50-5
Scarsdale, N. Y.	Yes	Z	P	PBI	8	Yes	No	de	Yes	S	5-5-1†
Sumter, S. C.	No	Z	P	PBI	35	No	...	bde	Yes	M	5-10-5
Sweetwater, Texas	No	F	None	P	*	No	...	None	No	M	5-10-1
Thomasville, Ga.	No	F	P	PBI	100	No	...	bcd	Yes	M	10-20-5†
Traverse City, Mich.	Yes	F	PC	PBI	25	Yes	No	bde	No	M	10-20-1
Twin Falls, Idaho	No	Z	P	P	20	Yes	Yes	b	No	M	5-10-5
Visalia, Calif.	No	M	P	PBI	15	No	...	ade	No	M	25-50-5
Wilmette, Illinois	No	M	P	PI	38	Yes	No	bd	No	M	...
Windsor, Conn.	No	F	P	PBI	None	...	Yes	None	No	S	...
Winnetka, Illinois	No	M	P	PI	*	Yes	No	bd	Yes	M	50-100-5
Xenia, Ohio	Yes	M	O	PBI	40	No	...	abde	Yes	M	5-10-1



Yuba City, Calif. ....	No	M	P	PBI	...	Yes	...	abe	Yes	M	5-10-5
Under 10,000											
Beeville, Texas .....	Yes	F	None	PBI	25*	No	...	be	No	MS	10-20-2
Bartow, Fla. ....	No	Z	PC	PBI	*	Yes	...	e	No	MS	5-10-2†
Dalhart, Texas. ....	No	Z	A	P	10	No	...	b	Yes	M	10-20-5
Ellensburg, Wash. ....	No	Z	P	PBI	25	Yes	Yes	de	No	S	1-10-1†
Falls Church, Va. ....	Yes	Z	P	BI	13	No	...	bde	Yes	MS	10-20-5†
Glencoe, Illinois. ....	Yes	M	PA	PBI	25	Yes	No	abde	Yes	MS	13-28-5†
Glendale, Arizona. ....	No	Z	P	None	10	No	...	None	No	S	...
Mooreville, N. C. ....	Yes	F	P	PI	15	No	...	abde	Yes	M	5-10-5†
Mt. Holly, N. J. ....	Yes	F	P	PI	50	Yes	No	e	No	S	5-5-5
Ojai, Calif. ....	No	Z	L	PBI	15	Yes	Yes	ab	Yes	M	25-50-10
Old Town, Maine ....	No	MF	P	PBI	7	Yes	No	de	No	S	10-20-5†
Oregon City, Oregon. ....	No	Z	...	None	24*	...	...	None	No	...	...
Pompano, Beach, Fla. ....	No	MZ	P	PI	...	Yes	No	abde	No	MS	50-100-5†
Prescott, Ariz. ....	No	Z	None	P	24	Yes	No	be	No	S	...
Pulaski, Va. ....	Yes	Z	PA	PBI	20	No	...	bde	No	MS	15-15-5
So. Boston, Va. ....	Yes	F	P	PBI	60	Yes	No	bde	No	MS	50-25-1
Sturgis, Mich. ....	No	F	A	I	...	Yes	No	b	No	M	...
Williamsburg, Va. ....	Yes	F	P	PBI	50*	No	...	bde	No	M	25-50-15
Yankton, S. D. ....	No	Z	P	P	25*	No	...	None	No	M	50-100-5

ABILENE, TEXAS: 2 per cent of gross income.

ALBANY, GEORGIA: \$25 for each additional cab.

ALBUQUERQUE, NEW MEXICO: Occupation tax in lieu of license fee.

AMES, IOWA: \$10 for each additional cab.

AUSTIN, TEXAS: 2 per cent of monthly gross receipts.

BARRE, VERMONT: \$5 for each additional cab.

BARTOW, FLORIDA: \$50 per company with no limit on number of vehicles.

BEEVILLE, TEXAS: Also has license fee of 1 per cent of gross receipts.

BEND, OREGON: \$15 for each additional cab.

BISMARCK, NORTH DAKOTA: \$5 for each additional cab over ten.

BLOOMINGTON, ILLINOIS: \$50 for each additional cab.

BURBANK, CALIFORNIA: Application fee for each waiting stand is \$10.

CHARLOTTEVILLE, VIRGINIA: 10 cents on each \$100 of gross receipts.

COLUMBIA, MISSOURI: \$5 for each additional cab.

CORPUS CHRISTI, TEXAS: 2 per cent of gross receipts.

CORVALLIS, OREGON: For second cab, \$40; third cab, \$30; fourth cab and over, \$25.

DALLAS, TEXAS: 4 per cent of gross receipts.

DES MOINES, IOWA: \$25 for each additional cab.

DUBUQUE, IOWA: \$10 for each additional cab.

ENID, OKLAHOMA: Taxicab fares are computed at the rate of 35 cents for first ten blocks and five cents for each additional five blocks. License fee for second cab is \$50; third cab, \$25; and thereafter, \$10.

FORT COLLINS, COLORADO: \$7.50 for each additional cab.

FORT THOMAS, KENTUCKY: \$7.50 for each additional cab.

GREENVILLE, SOUTH CAROLINA: \$55 for first five cabs; \$27.50 for each additional cab.

HARTFORD, CONNECTICUT: City has no license fee but state collect \$23 for registration for each cab which is computed on a regular registration fee plus \$15.

HAYWARD, CALIFORNIA: License fee includes the charge for waiting stands. License fee for each additional cab is \$12.

IOWA CITY, IOWA: \$10 for each additional cab.

KEARNEY, NEBRASKA: \$2.50 for each additional cab.

LAKE LAND, FLORIDA: 3 per cent of monthly gross receipts.

LAMESA, TEXAS: Percentage of gross receipts.

MANHATTAN, KANSAS: \$250 for the first three cabs, thereafter, \$10 each.

MERCED, CALIFORNIA: In addition, registration charge is \$100 for first cab plus \$5 for each additional cab.

MODESTO, CALIFORNIA: In addition, initial registration fee is \$100 for first cab and, thereafter, \$5 for each additional cab.

MUSKEGON, MICHIGAN: \$110 for up to five cabs, thereafter, \$10 for each additional cab.

OGDEN, UTAH: \$50 for a business license, \$50 for each cab up to first three, \$10 for each cab up to next seven, and \$7.50 each cab thereafter.



Table A (cont.)

ONTARIO, CALIFORNIA: Percentage of gross receipts.	SACRAMENTO, CALIFORNIA: \$24 for each additional cab.
OREGON CITY, OREGON: \$12 for each additional cab.	SAINT PETERSBURG, FLORIDA: Taxicab rates may be a combination of metered, zoned, and flat charges.
PAINESVILLE, OHIO: \$25 for each additional cab.	SAN ANGELO, TEXAS: 2 per cent gross receipt tax.
PALM SPRINGS, CALIFORNIA: 2 per cent of gross receipts.	SAN ANTONIO, TEXAS: 2 per cent gross receipt tax.
PALO ALTO, CALIFORNIA: \$10 for each additional cab.	SPARTANBURG, NORTH CAROLINA: \$2.50 for each additional passenger space over average five-passenger vehicles.
PARK FOREST, ILLINOIS: \$20 for each additional cab.	SWEETWATER, TEXAS: 2 per cent of gross receipts.
PARIS, TEXAS: 3 per cent of gross receipts.	TEMPLE, TEXAS: 2 per cent of gross receipts.
PENSACOLA, FLORIDA: \$25 additional license fee for each taxicab company. The first taxicab waiting stand is free; additional stands are \$50 per year.	TOLEDO, OHIO: \$30 a year regardless of number of taxicabs.
PHOENIX, ARIZONA: \$15 for each additional cab over 10.	TYLER, TEXAS: 2 per cent of gross receipts.
ROANOKE, VIRGINIA: \$2.20 on each \$100 of gross receipts.	WILLIAMSBURG, VIRGINIA: \$7.50 for seven-passenger vehicles.
ROYAL OAK, MICHIGAN: Taxicab waiting stands are free except where parking meters have been installed; fees represent estimated income from parking meters.	WINNETKA, ILLINOIS: \$40 per business.
	YANKTON, SOUTH DAKOTA: \$10 for second cab; for each additional cab, \$5.







